

# The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5553

號五十二月七年三十三緒光

MONDAY, SEPTEMBER 2, 1907.

一拜禮

號二月九英港香

\$50 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 14,550,000.

#### Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

#### On fixed deposit:

For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 5th April, 1907. [17]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$1,250,000  
ABOUT MEX \$5,000,000  
RESERVE FUND ..... GOLD \$1,250,000  
ABOUT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADES HOUSE, E.O.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD  
BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account at the  
rate of 2% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 21st July, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,000,000

#### HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin, Calcutta, Hankow, Harbin,  
Kobe, Peking, Singapore, Tientsin,  
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:  
Koenigliche Sesshandlung (Preussische  
Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne, Frankfurt  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank,  
Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

F. JUNG,  
Manager.

Hongkong, 11th January, 1907. [24]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)  
ESTABLISHED 1824.

PAID-UP CAPITAL—Fl. 45,000,000 (L. 3,750,000).  
RESERVE FUND—Fl. 5,000,000 (L. 417,000).

#### Head Office—AMSTERDAM.

Head Agency—BATAVIA.  
BRANCHES—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Cherbon,  
Tegal, Pecalongan, Pasoeroean, Tjilatjap,  
Padang, Medan (Deli), Palembang, Kota-  
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-  
bo, Madras, Pondicherry, Calcutta, Bang-  
kok, Saigon, Haiphong, Hanoi, Amoy,  
Yokohama, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
collection Bills of Exchange, issues  
Letters of Credit payable in all important places  
of the world and transacts every description of  
Banking and Exchange business.

On Current Account at the rate of 2% per  
annum on the daily balances.  
On Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "

J. L. VAN HOUTEN,  
Agent.

Hongkong, 8th June, 1907. [20]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUNDS:—  
Sterling ..... \$1,000,000 at 2/11= \$1,000,000  
Silver ..... \$1,750,000= \$1,750,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.  
Hon. Mr. Henry Keswick, Deputy Chairman.  
A. Fuchs, Esq., E. Shellish, Esq.,  
A. Goetz, Esq., R. Skewton, Esq.,  
H. A. W. Slade, Esq.,  
C. R. Lenzmann, Esq., H. E. Tomkins, Esq.,  
A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent.  
per annum on the daily balance.

#### ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1907. [23]

### HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by  
the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per  
Cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [21]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... \$500,000  
Shortly to be increased to £1,200,000  
RESERVE FUND ..... £1,075,000  
Shortly to be increased to £1,475,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$500,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " 3 " "  
" 3 " 2 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 15th May, 1907. [23]

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)  
ESTABLISHED 1863.

Authorized Capital—Fl. 15,000,000 (L. 1,250,000).  
Subscribed Capital—Fl. 10,000,000 (Paid-up).  
Reserve Fund—Fl. 2,112,570.36 (L. 176,048).

Head Office—AMSTERDAM.  
Sub-Office—THE HAGUE.  
Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-  
rang, Indramajoo, Bandoeng and Welte-  
vrede.

CORRESPONDENTS:—At Cherbon, Tegal, Peca-  
longan, Macassar, Pontianak, Padang,  
Medan, Penang, Rangoon, Calcutta, Bom-  
bay, Madras, Colombo, Karachi, Djeddah,  
Bangkok, Saigon, Shanghai, &c.

BANKERS:  
London: The Williams Deacons Bank, Ltd.  
Swiss Bankverein.  
Paris: Comptoir National d'Escompte de Paris.  
Berlin: Deutsche Bank.  
Brussels: Banque de Paris et des Pays Bas.  
Vienna: Union Bank.  
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives  
for collection Bills of Exchange, issues  
Letters of Credit payable in all important places  
of the world and transacts every description of  
Banking and Exchange business.

On Current Account at the rate of 2% per  
annum on the daily balances.  
On Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "

J. BOETTJE,  
Manager.

16, Des Voeux Road Central. [19]

## Notice of Firm.

### INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates of  
passage, &c. in connection with above.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 31st July, 1907. [707]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & MANILA	YOKOHAMA	About 4th Sept.	Freight and Passage.
SHANGHAI	DELTA	About 5th Sept.	Freight or Passage.
LONDON, &c., via usual Ports	MARMORA	7th Sept. Noon.	See Special Advertisement
LONDON and ANTWERP	CAYLON	About 11th Sept.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th August, 1907. [2]

## Intimations.

### LANE, CRAWFORD & CO.

#### JUST RECEIVED.

#### NEW STOCK OF

### "WALK OVER" BOOTS

IN  
BLACK AND BROWN,  
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

### LANE, CRAWFORD & CO. [38]

#### BASS & CO'S PALE ALE 'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts.  
\$20.00 " " 8 " Pints.  
\$24.00 " " 12 " Splits.  
LESS 10% OWING TO HIGH RATE OF EXCHANGE.

### CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong, 5th August, 1907. [138]

### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

#### EXCURSION TO MACAO.

On SUNDAY, the 8th September.

THE Company's Steamship

#### "SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare ..... \$4.00

" " on the following day ..... 5.00

" Single ..... 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the  
returning steamer from Macao.

W. E. CLARKE,  
Secretary.

Hongkong, 2nd September, 1907. [70]

## Intimations.

One of the most prominent Medical men of  
China said:

"Where Bear Brand Milk is  
Known, the public will  
have no further com-  
plaint as to their milk  
supply."

For Sale at

#### THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

#### THE MUTUAL STORES,

and all its BRANCHES.

#### WATSON & CO., LD.,

and the Agents—

#### F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF  
LADIES' HATS, TOQUES & BLOUSES  
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

## CHAMPAGNE.

### G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony. [545]

## Hotels.

### THE

## CONNAUGHT HOTEL.

THE BEST 60-ROOM HOTEL IN HONGKONG

SITUATED ON QUEEN'S ROAD IN THE CENTRE OF THE SHOPPING DISTRICT.

LIGHT, COOL, DOUBLE AND SINGLE ROOMS FACING "THE PEAK"

Hot and Cold Water Baths throughout.

SPECIAL ATTENTION GIVEN TO DINNERS PARTIES.

CUISINE UNEXCELLED.

RATES: \$4 to \$10 HONGKONG CURRENCY. [709]

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,  
Manager. [26]

### VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),  
SHAMEN, CANTON,  
ON THE BRITISH CONCESSION.

H. HAYNES,  
Manager.

### MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO),  
MACAO, CHINA,  
IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,  
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS.

W. F. ARMER, Correspondent. [25]

#### IRISH TERRIERS.

FOUR PUPS (male), Thorough-Bred, 6  
weeks old. For sale. Prices moderate.

Apply to—

C. A. [79]

C/o Hongkong Telegraph.  
Hongkong, 30th August, 1907.

#### OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED,  
have always in stock a supply of the  
above in all sizes. Prices may be obtained on  
application. [68]

Hongkong, 25th July, 1907.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN," 3,163 tons.....Captain H. D. Jones.  
 "POWAN," 3,138 "....." H. J. Black.  
 "FATSHAN," 3,260 "....." C. V. Lloyd.  
 "KINSHAN," 1,995 "....." B. Branch.  
 "HEUNGSHAN," 1,998 "....." R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons.....Captain W. A. Valentine.  
 "SUI-TAI," 1,651 "....." G. E. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 3,119 tons.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Wilcox.  
 "NANNING," 569 "....." Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 16th August, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
 Departure from Hongkong at 9.30 P.M. (Saturdays excepted).  
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
 Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK, COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. COMPANIES.  
 Hongkong, 9th August, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ..	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS ..	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI .....	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP...	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG..	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIMANI.....	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
 YORK BUILDINGS, 1st floor,  
 Hongkong, 27th August, 1907.

## Hotel.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 55.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

159.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessel, in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 406, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
 Mobeys, Sentts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

JESSELTON, KUDAT and SAN-  
 DAKAN ..... { "BORNEO" ..... } TUESDAY,  
 Capt. F. Sembill ..... } 9 A.M., 3rd Sept., 1907.

SHANGHAI, NAGASAKI, KOBE  
 and YOKOHAMA ..... { "GOEBEN" ..... } About TUESDAY,  
 Capt. B. Welhmi ..... } 10th Sept., 1907.

NAPLES, GENOA, GIBRALTAR,  
 SOUTHAMPTON, ANTWERP  
 and HAMBURG ..... { "PRINZ EITEL FRIEDRICH" } WEDNESDAY,  
 Capt. E. Malchow ..... } Noon, 11th Sept., 1907.

MANILA, NEW GUINEA, BRIS-  
 BANE, SYDNEY and MEL.  
 BOURNE ..... { "PRINZ SIGISMUND" ..... } THURSDAY,  
 Capt. D. Lenz ..... } Noon, 12th Sept., 1907.

YOKOHAMA and KOBE ..... { "PRINZ WALDEMAR" ..... } About THURSDAY,  
 Capt. W. v. Senden ..... } the 18th Oct., 1907.

For further Particulars, apply to

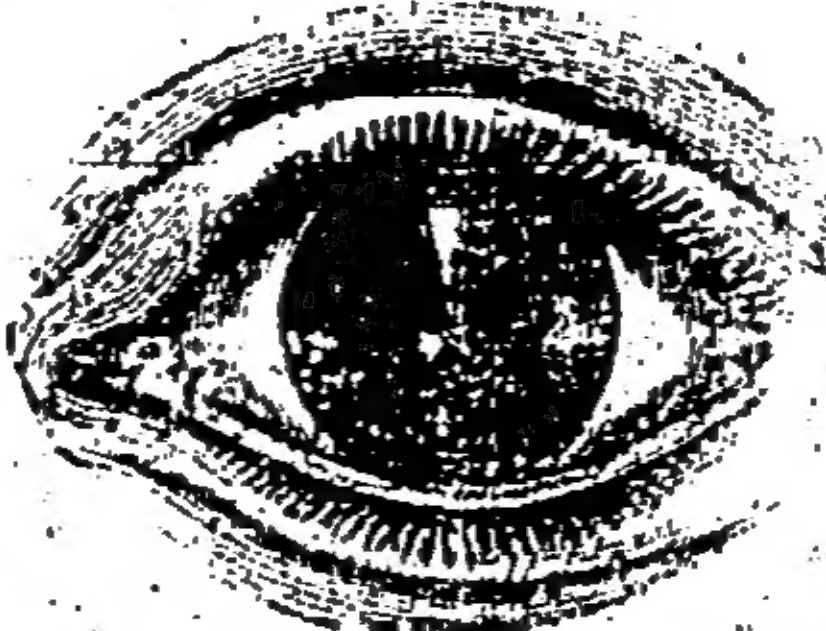
## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong 29th August, 1907.

## Intimation.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong, will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.  
 Electric Lights, Fans and Call Bells.  
 Bath Rooms attached to Each Room.

Telegraphic Address:  
 "CHEF" HONGKONG.  
 Telephone No. K4.

Unrivalled for Comfort and Cuisine,  
 Thoroughly Up to Date with Every Modern  
 Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,  
 Proprietor.  
 1708

## THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

## ANNUAL GENERAL MEETING.

The annual general meeting of the members of the "Shell" Transport and Trading Company, Limited, was held on 29th July, at Winchester House, Old Broad-street, E.C. Sir Marcus Samuel, Bart. (the chairman), presided. The secretary (Mr. E. A. Smith-Rewse) read the notice convening the meeting and the auditors' report.

The Chairman said that the present report was of particular interest, as it was the first time in which the figures would be submitted in that form. Including the balance brought forward, the net profit amounted to £567,501. There had been placed to the provision of depreciation of steamships and installations £100,328, and paid the final loss arising from the liquidation of the European oil business, £41,795. Their anticipations of a greatly improved return for their products were justified. Had it not been for the agreement under which the dividend for 1906 was limited to 5 per cent., the earnings would have enabled them to easily pay 12½ per cent., since after making provision of £70,000 to enable them to place the steamers and installations in the condition called for by the agreement with the Royal Dutch Company, they were enabled to carry forward £172,370, as against £85,355 last year. The reason why so large a sum as £70,000 was necessary as a provision for subsequent equipment of installations and steamers was that at Bombay, by reason of the requirements of the Port Trust for the enlargement of the harbour, the whole of the "Shell" Company's installations had to be removed to Sewree. They had hoped that the entire cost of this removal would have been repaid by the Port Trust, but they were disappointed, and would have to find a sum of no less than £15,000 in this connection. Large expenditure had also been incurred in connection with the Yokohama installation, while the typhoon in Hongkong was the cause of very heavy loss to the company. Certain of the steamers were overdue for survey, and the repairs necessitated by wear and tear had to be made good, so that the £70,000 was easily accounted for.

## INCOME TAX.

He could not refrain from mentioning the very serious trouble to which they had been exposed, in common with every other firm throughout the country, by the action of the Income-tax Commissioners. In such a meeting it was surely appropriate to call attention to the very grave jeopardy to capital in the United Kingdom if the intolerable action of those responsible for the levying of Income-tax was persisted in. Shareholders knew that, most unfairly, the company had to pay Income-tax upon the cost, amounting to £59,000, of issuing preference shares, but a more monstrous claim had since been made. They raised certain money in Australia for the purpose of erecting installations there. The interest was payable in Australia, and they deducted from profits the interest which they had to pay there. The Income-tax Commissioners claimed that the company wrongfully deducted this, and that the company were entitled to debit their creditors resident in Australia with the Income-tax. Such a *dilemma*, carried to this length, must drive capital from the country. Another action taken by the Commissioners of the Income-tax was so grossly unjust that companies within his own knowledge were deliberately removing the registration from England with a view to avoiding the gross wrong done to their employees and members resident abroad by a new reading which the Income-tax Commissioners were attempting to set up. They claimed that a return of all employees must be made by every company and firm, although these employees made their income abroad, and did not visit England for years, and that they, too, were liable to Income-tax. The reason he put this prominently before the meeting was that, although the company only received a specified sum as dividend on the Netherlands Indische shares, the Income-tax Commissioners claimed that the company was liable for the amount which that company had set aside for reserve, and they also arrogated the right of investigating the amount which this Dutch company had put aside for depreciation.

## ASIATIC PETROLEUM COMPANY.

Within the last few days they had had final accounts rendered by the Asiatic Petroleum Company, which enabled them to realise the gratifying fact that their profits had been on a materially larger scale than the directors had anticipated, and the result had been that it was not necessary to issue 400,000 new shares for the purpose of paying off their liabilities and providing the new capital required by the terms of their agreements with the Royal Dutch Company. This purpose was effected by the issue of only 300,000 shares, all of which had already been applied for. By the founding of the Anglo-Saxon Petroleum Company, Limited, which had taken over all the assets of the "Shell" Company and the Royal Dutch Company a "monstrous" in England, and of the *Staatsolie*, Petroleum Maatschappij, which became the owner of the whole of the properties under the Dutch jurisdiction, the existence of the Shell Transport and Trading Company, Limited, came to an end, except the part which they played as shareholders in the other companies. The occasion was a somewhat painful one, because by the capitulation of their rights in controlling it the one territory capable, in his opinion, of providing supplies of liquid fuel sufficient to meet the naval requirements of this country had passed from British hands. He would be greatly mistaken if, in the future, the folly of compelling a British company to part with property of vital import in the future of naval warfare was not bitterly regretted. He could assure them, however, that neither the chairman nor directors had been to blame.

(Continued on page 3.)

## Notice of Firm.

## BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATTON, Y. APOAR & Co., in the place and stead of Messrs. ROZARIO & Co.

O Gerente da Agencia  
 DO BANCO NACIONAL ULTRAMARINO,  
 JOAQUIM L. C. GOMES.  
 Dated 21st August, 1907.

## To Let.

## TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.  
 Apply to—  
 JARDINE, MATHESON & CO., LD.  
 Hongkong, 22nd June, 1907.

## TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st September, 1907.

## TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.  
 Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st September, 1907.

## TO LET.

HATHERLEIGH, Conduit Road.  
 No. 1, RIPON TERRACE, Bonham Road.  
 OFFICES in KING'S BUILDING and YORK BUILDING.  
 GODOWNS on PRAYA EAST.  
 A HOUSE in CLIFTON GARDENS, Conduit Road.  
 FLATS in MORETON TERRACE.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 1st September, 1907.

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.  
 No. 38, CAINE ROAD.  
 AUCTION ROOMS, No. 2, ZETLAND STREET.  
 GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
 Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—  
 LEIGH & ORANGE,  
 1, Des Vaux Road.  
 Hongkong, 13th August, 1907.

## TO LET.

FURNISHED ROOMS, with or without Board, Central.  
 Apply—  
 X.  
 Hongkong Telegraph Office.  
 Hongkong, 31st August, 1907.

## TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.  
 HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—  
 COMPRADORE,  
 Barretto & Co.  
 Hongkong, 24th July, 1907.

## TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.  
 Apply to—  
 Messrs. JARDINE, MATHESON & CO., LTD.  
 Hongkong, 29th June, 1907.

## For Sale.

## PABST BREWING COMPANY MILWAUKEE.

## FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN &amp; Co.,

Agents for

HONGKONG &amp; SOUTH CHINA.

Hongkong, 29th July, 1907.

## F. BLACKHEAD &amp; CO., SHIP-OHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.

## SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

RTMANN'S KAFTIEN'S GENUINE COMPOSITION REU HAND BRAND, HAVILLAND'S GREY PAINT, DAINLEW'S PATENT MOTOR LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.



## Intimations.

**WM. POWELL, LTD., ALEXANDRA BUILDINGS.**

*Fashions - - of To-day.*

**EVERYTHING FOR LADIES' WEAR.**

**COOLEST SHOW-ROOMS IN THE EAST.**

**COMPLETE OUTFITS FOR CHILDREN'S WEAR.**

**WM. POWELL, LTD., HONGKONG.**

Hongkong, 31st August, 1907.

## Intimations.

**PATHE FRERES, PARIS. CINEMATOGRAPHS AND FILMS.**

NEW FILMS ARRIVE WEEKLY.

Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR THE STRAITS, BURMAH, JAVA, SUMATRA, SIAM, HONGKONG, THE PHILIPPINES, &c.

F. DREYFUS, 19, Stamford Road, Singapore.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,000,000.)

Undertakes and Executes THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c., SHEWAN, TOMES & Co., General Managers.

Hongkong, 32nd May, 1907.

**A. CHAZALON & CO.**

6, Queen's Road Central.

WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

**BARCLAY PERKIN'S 'TOUT'**

in pints and Baby bottles.

**FRENCH SYRUPS**

**GRENADINE, GROSEILLE, &c.**

**VICHY, PERRIER, ROCHEMAURE**

AND OTHER FRENCH MINERAL WATERS

ALSO Large Assortment of CANNED GOODS suitable for Pic-nic

Hongkong, 15th May, 1907.

**PEAK TRAMWAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 11.15 p.m. ... Every 15 minutes.

11.15 p.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 11.15 p.m. ... Every 15 minutes.

11.15 p.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 11.15 p.m. ... Every 15 minutes.

11.15 p.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 11.15 p.m. ... Every 15 minutes.

11.15 p.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 11.15 p.m. ... Every 15 minutes.

11.15 p.m. to 1.00 a.m. ... Every 15 minutes.

1.00 a.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

## THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

(Continued from page 2.)

## THE "SHELL" SPIRIT.

Although he could not go into details, it was gratifying to know that the "Shell" spirit was increasing in popularity and prestige every day. The journey from Peking to Paris started entirely upon "Shell" spirit, and considerable credit was due to the local representatives who, at the request of the *Maison*, made the necessary arrangements for the supply of the petrol throughout this extraordinary run. The record run by Mr. Edge on the Napier car at Brooklands was made on "Shell" spirit. The company pioneered the import of petrol in bulk so long ago as 1911, when the first cargo of Borneo petrol came by the *Murex*. Since then they had transported no less than 487,926 tons in bulk, and it was not too much to say that the motor trade would have been impossible had it not been for their courage and enterprise. In Kotel alone they had proved territory, extending over a length of more than 60 miles, containing antilicisms of oil throughout the entire area. The price would necessarily depend upon whether they and other producers with whom they had to compete, were obliged to produce crude oil for the sole purpose of making petrol, or whether, as at present, they could find remunerative markets for the other products left when the petrol was removed from the crude. There was room for a very large and rapid increase of the petrol trade before any alteration could take place in these conditions. In fact, supplies of petrol were so ample that, in order to encourage consumption, as also to meet competition, they had been obliged to reduce their prices to some extent, and, so far as he could see, there was not the remotest danger of any failure of petrol supplies, even if the most sanguine hopes as to the increase of the motor industry should be amply fulfilled.

## ALCOHOL V. PETROL.

To those gentlemen who advocated the use of alcohol as a substitute for petrol, the history of the trade in Germany would prove instructive. In Germany there was a very heavy duty on petrol, so that the consumer had to pay a much higher price than in this country, and consequently very great efforts were made to employ substitutes that could be produced in the country and so be free of duty. When motor-cars were first started in Berlin, they were ordered by the authorities to use nothing but alcohol, but it was found that the cars could not be run on this spirit, and consequently every car was allowed to use a certain quantity of petrol to start the car. This attempt by the authorities to force the cars to use alcohol has now been definitely abandoned, with the result that all motor-vehicles in Berlin run entirely on petrol, in spite of the heavy duty. Although alcohol and other substitutes might prove an excellent "bogie" with which to attempt to frighten the producers of petrol, they did not entertain the "smallest misgivings" that this spirit could ever become a competitor to their petrol, for the simple reason that it did not inherently contain those qualities essential for the running of motor vehicles.

## PETROL IN FRANCE.

It was surely the very irony of fate that France—to whose genius the development of the motor-car owed so much—should be precluded from the enormous advantage of the use of "Sh" spirit, owing to its having to pay a prohibitive duty in France, through an oversight by the French Government, which omitted to include the Dutch Colonies. So great was the demand for petrol, and so largely was the trade now dependent upon the East Indies for their supplies, that the irresistible demand by the French consumers to obtain the finest petrol in the world would force the French Government to admit their petrol on the same terms as Roumanian and American. The prohibition also extended to petrol produced in British India, and it was a great argument in favour of the need of reciprocity that they were assured that if the Indian Government was prepared to make some concession on French goods imported into India, this right would be granted.

## THE PROSPECTS.

It will be necessarily many months before we shall have the pleasure of meeting our shareholders again, the Chairman concluded, and you may desire to know what are the prospects for the current year. We distributed a dividend at the rate of 10 per cent. per annum, on the 1st of this month, and without pledging myself in any way (since it will be obvious to you that only seven months of the current year have expired), but subject to the maintenance of production in the fields, and to the prevalent condition of the markets, I believe an intelligent anticipation of events will show that we shall have the great pleasure of distributing the second interim dividend on January 1 next, at a rate exceeding that of the first dividend, and making the highest dividend ever yet paid by this company. I have much pleasure in moving the adoption of the report. (Cheers.)

## MR. A. V. D. BEER.

Mr. A. V. D. Beer seconded, and the resolution was carried unanimously.

## THE COMPANY'S SPENDID POSITION.

Sir J. Fortescue Flannery said he was sure they had all been exceedingly interested in the lucid statement of the chairman, and he would like to say a word of congratulation to themselves upon the splendid position to which they had attained. He was one of the oldest shareholders—he was an original shareholder—and he had watched the company from its very beginning. He ventured to say that the company had never before been in so satisfactory and promising a position. Since the last meeting a change had taken place in the management arrangements, and he considered it was very fortunate indeed for the shareholders that those who had had to negotiate that change had been shareholders of the largest kind, rather than merely managers. (Hear, hear.) It had been very fortunate that the firm of Sir Marcus Samuel and Company had been so ready to resign the profitable

position of managers in the interest of the shareholders generally. (Hear, hear.) They had heard from the chairman how the change had come about, and they perfectly understood the position. In the balance sheet there was an item of £25,000 for management, and the chairman had told them in his speech that that item would in future largely disappear—that was to say, that the cost of management in future would fall, not upon the "Shell" Transport Company only, but upon the combine, and that the combine or central board would control the wells, transport, and distribution. The change in the management arrangements, though saving the cost of management, involved an increase in the size of the board, and necessarily some increase in the directors. That increase was merely a transfer of a portion of the saving of management. Therefore he had the greatest pleasure in moving the remuneration of the directors of the "Shell" Transport and Trading Company, Limited, be increased to £5,000 per annum, as and from January 1, 1907. (Hear, hear.)

## MR. COUBROUX.

Mr. Coubroux seconded the motion, which was carried unanimously.

## ON THE MOTION OF MR. COULS.

Mr. Coul, the auditor, Messrs. Torquand, Youngs and Co., were re-appointed.

## THANKS TO THE CHAIRMAN.

Mr. E. Pembroke: I am sure you will all agree with me that our best thanks are due to the chairman and board, not only for all the work and labour and anxiety they have had since the formation of the company. They have carried us through all the trials and tribulations of any board which has so many able men upon it, and I think their triumph is that they have carried through in such a successful way this amalgamation will be, as advantageous to the Dutch Company as it is to the "Shell" Company. I have no doubt that both companies will prosper, and that when we meet again we shall find ourselves in a still better position than we are in to-day. I have pleasure in proposing a vote of thanks to the chairman and to every member of the board.

Sir William Biset, seconding, said he was gratified to hear of the success of the amalgamation, and he had watched the fortunes of the company with great interest. He especially admired the courage and ability with which its affairs had been conducted. (Hear, hear.)

The vote of thanks having been unanimously accorded,

The Chairman suitably acknowledged the compliment, and the proceedings terminated.

## INDIGESTION—ITS SYMPTOMS, CAUSE AND CURE.

All Sufferers from Indigestion, Pains in the Stomach, Nervousness, Palpitations, Flatulence, Insomnia, Distressing Dreams, Should Read How This

Ceylon Gentleman Found Permanent Cure In

**Dr. Williams' Pink Pills.**

Disordered digestion is due to the organs of the body which digest the food having become congested and weak, and it is only by restoring to these organs their natural strength that cure can be obtained. Dr. Williams' Pink Pills for Pale People do this through the blood. The whole body is fed by the blood, each part in the whole physical system derives the power to do its work from the blood, and Dr. Williams' Pink Pills act directly on the blood, making it pure, healthy and strong. This is why these Pills are world-famous as the great remedy for indigestion, dyspepsia, and stomach troubles generally. Here is the testimony of one of the many thousands of grateful cured sufferers.

Mr. R. A. Dissanayake is a Ledger Clerk employed in the well-known firm of Thompson, Thomas & Co., Colombo, Ceylon. "For several years I suffered with indigestion, accompanied by pains in the abdomen and chest," said he. "My stomach always seemed full, my meals gave me trouble, my appetite was bad. I was afflicted with nervousness, palpitations of the heart, wind, sleeplessness, and bad dreams. The various medicines which I tried gave me but little relief and failed to cure, and it was on the advice of my nephew, Mr. R. A. Ekansayake of the P. W. D., Colombo, who was himself cured by them, that I finally tried Dr. Williams' Pink Pills for Pale People. After using two bottles of these Pills I felt better, six bottles of them completely cured me. Now I am able to enjoy my ordinary food, suffer no pain, and sleep well—which was a rare thing for me to do six months ago."

It may be added that Mr. Dissanayake gave the above testimony in February 1906. When, upon in January of the present year he was still in the enjoyment of the best of health, and stated that since his cure by Dr. Williams' Pink Pills he has never had a return of any of his former troubles.

Destitute of Good Red Blood—that is the one trouble that stands between thousands of sufferers and the possession of splendid health. Dr. Williams' Pink Pills for Pale People actually make Rich, New Blood, and so that way cure all the disorders that arise from too little or bad blood. In both sexes they have cured disordered Liver, Indigestion, Nervous Breakdown, Paralysis, Beri-beri, Anemia, Rheumatism, Sciatica, Lumbago, Malaria, Skin Disorders such as Eczema, Scrofula, Boils, and the after effects of Fevers, Dysentery and Chills. To obtain from youth to middle-life they have a special value at the trying times, and men broken down by residence in unhealthy climates, overwork, or excessive are speedily restored to vigorous health by their use.

Obtainable at most shops where medicines are sold; these Pills can also be had direct from the Dr. Williams' Medicine Co., Singapore, who send six bottles for \$8; or a bottle for \$1.50 post free to any address.

**DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.**

## Hotel. KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR AND BILLIARD-ROOMS.

HOT AND COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1906.

[27]

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY AND SATURDAY,

the 6th and 7th September, 1907, commencing

each day at 2.30 P.M., at their Sales Rooms,

No. 4, Des Voeux Road, corner of

Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising—

CARVED BRASS BOWLS, VASES,

INCENSE BURNERS, JAPANESE TEW,

PLE TORI, OLD BRONZE VASES,

GONGS, IVORY CARVINGS, GOLD AND

SILVER GLOISONNE WARE, IMARI AND

MAKUDZU VASES, SILK EMBROIDERED

SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st August, 1907.

[79]

## PUBLIC AUCTION.

THE Undersigned have received instructions from H.M.'s Naval Store Officer, to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 12th September, 1907, commencing at

11 a.m., at the Naval Yard,

The following—

Single Screw Steam Tug

"SOLENT"

Length over all 100 ft.

Breadth 17 1/2 ft.

Load displacement 150 tons.

Built by Cox & Co., Falmouth, 1885.

Propelling Machinery—one set of surface

condensing compound engines.

Fitted with steam capstan and winch, crane

derrick and steam hoisting engines.

3-bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the

Naval Yard Camber.

The Admiralty will not be responsible for

any errors in the foregoing description.

The vessel will be open to inspection for

seven days before date of sale between 9 a.m.

and noon (Saturday and Sunday excepted).

Inspecting orders can be obtained from the

Auctioneers.

TERMS.—Cash before delivery; 25% of the

purchase money to be paid on the fall of the

hammer, balance and the clearance to be

effected within 7 days after date of sale.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 23rd August, 1907.

[773]

## For Sale.

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1907.

[53]

## A WONDERFUL DISCOVERY.

This is the age of research and experiment, when

all nature, so to speak, is ransacked by the scientist for the comfort and happiness of man. Science

has indeed made giant strides during the past century, and among the by no means least important discoveries in medicine comes that of

THE NEW FRENCH REMEDY

which may be said to be the most important discovery of the century. It is a remedy which so little operation and so little pain have been made, and the extensive and ever-increasing demand that has been created for this medicine shows ever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapies may be considered of the highest order, and the most reliable of the world.—*Diamond Field's Advertiser*, 1907.

Sold by all Chemists.

[7]

## Consigners.

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI."

Captain Callington, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.AERATED  
WATERS  
OF  
ABSOLUTE PURITY  
AND THE  
HIGHEST DEGREE  
OF  
PERFECTION.OUR SODA WATER is the most whole-  
some daily beverage that can be taken.OUR LEMONADE, ORANGE CHAM-  
PAGNE, RASPBERRYADE, LEMON  
SQUASH, &c., possess the true flavour of  
the finest Fresh Fruits.I would draw special attention to OUR  
LIME FRUIT CHAMPAGNE, which  
has the pleasant characteristics of the  
finest Lime Fruit.OUR DRY GINGER ALE is a beverage of  
delightful flavour and aroma.OUR SARSAPARILLA is not only a delicious  
drink but a blood purifier as well.OUR STONE GINGER BEER since its  
introduction, has been steadily growing in  
popular favour.A. S. WATSON & CO.,  
LIMITED.CHEMISTS, AERATED WATER  
MANUFACTURERS,  
&c., &c., &c.

HONGKONG, CHINA &amp; MANILA.

Hongkong, 31st August, 1907.

## BIRTHS.

On August 24, 1907, at Shanghai, the wife of  
F. W. STEWART, of a daughter.  
On August 26, 1907, at Shanghai, the wife of  
OFFLEY CREWE-READ, of a daughter.  
On August 26th, 1907, at Shanghai, the wife of  
B. VON FISCHERTZ, of a son.

## DEATH.

On August 20, 1907, at Tientsin, JOHN  
DOUGLAS ROSS, mate of the lightship *Taku*,  
born October 25, 1855.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 2, 1907.

ANOTHER HANDICAP FOR  
SHIPPING COMPANIES.

The announcement that coal has advanced in price simultaneously with an increase of 5 per cent. in wages comes at an extremely inopportune time, for it will certainly mean that steamship owners will be still further embarrassed in their efforts to contend against the strenuous competition which is one of the most noteworthy signs of the times. We are not concerned with the causes which have led the English collieries to demand higher rates for their product, or the story that the increase in wages is due to the scarcity of miners. What we are concerned about is the probable effect this enhanced rate in coal quotations will have on the shipping of the Far East, and of Hongkong in particular. Since the Japanese mercantile fleet was augmented by the return of the vessels which are subsidised by the Government of Japan, and were withdrawn from the commercial service during the war, there has been a continuous effort on the part of the Japanese shipowners, backed by the Government, to monopolise the coasting trade in Eastern waters from Vladivostok to Singapore and to do so by every means in their power. An attempt was made to capture the Yangtze trade for the vessels belonging to a Japanese shipping ring, but that has not turned out altogether successful. Again, it was sought to oust the Norddeutscher Lloyd from the Bangkok-Swallow-Hongkong route, but it was admitted at the annual meeting of the Nippon Yusen Kaisha that this effort had proved practically a failure. Intent upon their original design to obtain a share of the lucrative Siam traffic, it was decided by the premier shipping concern of Japan to make Singapore the headquarters of the southern coasting fleet, which meant, of course, that they were prepared to throw down the gauntlet to the N.D.L. Whether that scheme

has been set in operation so far does not appear, but that the German company are not blind to their own interests or inclined to surrender a single iota of the advantages which accrued to them as the result of their absorption of the Scottish Oriental line is manifest by the fact that two vessels specially designed for the requirements of the Singapore-Bangkok run are now in course of construction in Singapore to the order of the N. D. L. That signifies that the gauntlet has been taken up and the game accepted. While the spirit of competition is admirable in its way and productive of the most satisfactory conditions for the shipper, it cannot continue for ever, and in the end it is the shipper who has to bear the brunt of the fight for supremacy. But in tackling the N. D. L. the N. Y. K. have found themselves engaged with a colossus armed *cap-a-pie*. The increased cost of English coal is calculated to have its most marked effect on those shipping companies which being without great financial resources or minus the substantial aid of a paternal Government are at present carrying on a sort of guerilla warfare in the hope that at a later date they may participate in the returns which will compensate them for their present struggle. That Japanese companies will experience the least inconvenience from the increased cost of English coal is not to be believed. While Japanese coal is decidedly inferior to the Cardiff product it satisfies the needs of an economical people, and the recent Imperial order which, it has been stated, is now in operation prohibiting the exportation of coal from Japan will prevent vessels flying the flags of other nations from turning to the cheaper article in order to reduce working expenses. Of course that order is only another instance of Japan's solicitude for her mercantile marine. It may be said that the mines of Acheen, through the port of Sabang, may supply coal at a rate which will compare favourably with the prevailing prices charged for the Japanese variety, but the invariable tendency is for the cost of industrial products to rise or fall in sympathy with the demand for the premier class, and it is scarcely probable that the Sumatran collieries will fail to understand or take advantage of the situation. Australian coal might possibly obtain a real footing in the Far East, but the Australian people, in the coal trade, as in the flour industry, are so busily engaged in discussing questions affecting the parish pump and searching the dictionary for epithets of reproach to hurl at their political opponents, that they have little or no time to devote to the extension of their overseas markets. About two years ago, a prospecting party was despatched into the New Territories to discover whether there was any truth in the reports that minerals in abundance—and in paying quantities—could be found there. The character of the report which the engineers submitted on their return may be gauged from the fact that application was made for a mining lease covering a square mile of territory in the Sha Tin district, and it was granted by the Government to Sir Paul Chater in January last. The prospectors, it was reported, found rich deposits of magnetite iron of the very best class for the manufacture of steel. Where there is iron there is usually coal, and if it should be discovered that the New Territories are endowed with a superfluity of coal seams the outlook for Hongkong should be highly promising. Perhaps when His Excellency Sir Frederick Lugard takes his next jaunt across the mainland he may be induced to devote some attention to the mining possibilities of the New Territories. There is the further possibility that the expedition now in Borneo to prospect for gold, tin, silver, lead, oil, iron and coal may return with cheerful tidings regarding the presence of the last-named mineral. In that event the Japanese prohibition might be regarded with equanimity and even enjoyment, and the prospect of high charges would be dispelled. As it is, with a surcharge of ten per cent. on passenger fares to Europe by the Conference line, an increase in the cost of the carriage of freight owing to the appreciation in the cost of coal, and an ever-extending competition among the shipping concerns, it is difficult to judge whether the shipper or the company will in the end be the most hardly used.

## LOCAL AND GENERAL.

Sir Thomas Lipton will challenge for the America Cup.

A war of rates between the Atlantic shipping lines is threatening.

The coronation of the Korean Emperor took place at Seoul on 27th ult.

The Rev. A. D. L. Ennis, Chaplain at Chelsea Barracks, is to be appointed to Hongkong.

The appointment of Lieutenant A. G. Hamilton to the *Tamir*, receiving ship at Hongkong, has been cancelled.

Sir Matthew Nathan was to sail for South Africa on August 10 to take up his duties as Governor of Natal.

The marriage is announced of Senior J. M. V. L. J. to the Portuguese Consul-General at Shanghai, to Miss Leonie Fiers, daughter of a former Belgian Consul at that port.

An interim dividend of twenty-five per cent upon the capital in respect of the 1906 crop, payable on the 10th inst., has been declared by the Shanghai-Sumatra Tobacco Co., Ltd.

DANGIER, alias Vilja, assistant Postmaster at the Khabarovsk Post Office, who absconded with Rs. 10,000 has been arrested near Tokio at the instance of the Russian authorities.

Mr. ELIHU ROOT, U. S. Secretary of State, is suffering from nervous breakdown. He has been prescribed three weeks' rest cure in a sanatorium, the location of which is not announced.

A New York despatch of 27th ult. says:—The Navy Department at Washington announces that sixteen battleships six torpedo-boat destroyers, nine colliers and two supply ships will proceed to the Pacific.

There will be a meeting of the sub-committee of the Soldiers' Club at the Soldiers' Club at 12 noon on Wednesday, the 4th inst., to consider the question of amending the rules for the Soldiers' Club Football Competition.

The Chinese Engineering &amp; Mining Co., Ltd. announces that its total output of the Company's three mines for the week ending August 17, 1907, amounted to 22,047.17 tons, and the sales during the same period to 19,336.52 tons.

SECOND Lieutenant L. F. Sloane-Stanley, Middlesex Regiment, having been transferred from the 4th Battalion, Londonderry, to the 3rd Battalion, Hongkong, has been removed at his own request from the list of candidates for appointment to the Army Service Corps.

The wedding took place on 28th ult. at Shanghai of Mr. Charles J. Head, of the Shanghai Hongkong Wharf Co., Ltd., to Miss A. Chatham, daughter of the late Mr. John Chatham. Both bride and bridegroom have long been residents of Shanghai and were the recipients of hearty congratulations from innumerable friends.

The officer commanding the 4th Battalion Middlesex Regiment has received orders to prepare a draft of 154 non-commissioned officers and men to join the 3rd Battalion, Hongkong. This draft will embark on the s.s. *Blissie* at Southampton about October 31 next for conveyance, along with other drafts, to the Far East.

In regard to the question of redeeming the Yunnan Railway from the French syndicate concerned, H. E. Liu Shih-hsun, Chinese Minister at Paris, has now informed the Waiwup that the French Government is not willing to entertain the idea, until, at least, after the completion of all the lines which had been agreed upon.

At the instance of Constable G. Bird the masters of eight cargo boats were charged before Commander Basil R. H. Taylor, in the Marine Magistrate's Court to-day with lying alongside the steamship *Alania*, on Saturday, in such a way that free access to the Northern railway was blocked. The accused had nothing to say and had to pay \$10 each for their misbehaviour.SIGNOR C. Baroli, Italian Minister at Peking, has been decorated by their Imperial Majesties with the Star of the Double Dragon of the First Class, Third Division, in recognition of his Excellency's efforts in promoting friendly relations between China and Italy. The *N. C. D. News* understands that the Italian Minister is about to return home on a well-earned furlough.

YESTERDAY morning, a young Chinaman was found by the police lying in Des Vaux Road, in an unconscious condition. He died on the way to the Government Civil Hospital. The cause of death is not known. The theory advanced, however, is heart failure. Deceased was later identified as Leung Lam, an umbrella mender, of First Street, West Point.

MARQUIS SAIONJI, the Japanese Prime Minister, has issued instructions to his Ministers to the effect that, now that friendship is restored between Russia and Japan and the Agreement has been concluded, the people should endeavour not to entertain any misconceptions, but to comply with the spirit of the Agreement. This step presumably has been taken in view of the recent stories of Russian spies in Japan.

When the name of G. Douglass Morrison was called at the Magistracy, this afternoon, to attend the Coroner's inquiry, his owner failed to put in an appearance. Three-quarters of an hour later, Mr. Morrison turned up, looking very heated. After the inquiry, he was asked to explain his absence. "I was at work in the harbour," he replied. Mr. Morrison was then told to be sure that he would be present at the Hongkong Hotel inquiry to be held on Wednesday afternoon.

The narrow escape which the *Southern Star* of the Ferry service had from a collision with a Naval Yard launch in the morning of the 25th ult. was related to Commander Basil R. H. Taylor, R.N., in the Marine Magistrate's Court to-day. Mr. E. Bruce Shepherd said he was setting off on the *Southern Star* when he noticed the Naval Yard launch *G. C. 49* overtaking them, evidently trying to cross the bows of the ferry boat. When a collision seemed imminent the *Southern Star* was stopped and the Naval Yard launch managed to scrape past. The Magistrate suspended the certificate of the Master, Tang Kan, of the launch for one month, and ordered him to appear for examination as to his proficiency before receiving his certificate back.

## CONORER'S INQUIRY.

## THE DEATH OF THE DIVER.

This afternoon, at the Magistracy, Mr. F. A. Hazeldar presiding as Coroner, and a jury, comprising Messrs. H. S. Wynne, J. T. D. Almada e Castro and W. G. Clarke, conducted an inquiry touching the death of Lam Shek Kong, a diver, whose death came about on the 16th ultimo, while at work in the harbour, particulars of which were reported in a previous issue.

Dr. C. M. Heanley, officer in charge of the public mortuary, was the first witness called. He said that on August 17th he examined the body of a Chinaman named Lam Shek Kong. The cause of death, in his opinion, was asphyxia. There were no injuries on the body.

Lum Shek, a diver, stated that he was engaged by the deceased, who was also a diver. On the day in question deceased went down into the water to look for coal. Witness remained on the junk holding the air tube. Another diver had hold of the life line. About an hour after deceased entered the water the air tube parted. Wong U Fat, the diver who had hold of the life line, was then told to pull deceased up, but it was discovered also that the life line had been cut. Witness and two others hurried over to Yau-ma-tei to get another diving suit. When this was secured a diver named Lum Ping went down and recovered the body.

Wong U Fat, another assistant diver, said he held the life line for deceased when he entered the water. Suddenly the first witness ordered him to pull deceased up. Witness signalled below, but found the rope slack. Then he started to pull and found the life line cut.

By a Jurymen—Which broke first, the air tube or the life line?—The air tube.

Lum Ping, a diver, spoke as to entering the water when it became known that deceased's life line had been cut. Getting below witness found deceased lying at the bottom of a submerged junk. The air tube had parted and the life line cut. The body was washed to the side of the junk. Witness released the body and brought it to the surface.

By a Jurymen—With what line did he attach himself to the junk? The life line or the holding-down line?—The holding-down line was made fast to the life line.

Then there could be no communication, as this is done by tugging at the life-line, and if attached to anything it would stop all communication.

E. F. Gibson, a submarine engineer, explained that a junk was sunk within the cable area, off Kowloon Point, in about 13 fathoms of water. Witness gave the contract to deceased and his brother to remove the coal from the junk.

The Coroner—How do you come in this?—I have a contract with Government to remove all obstructions in the cable area.

Continuing, witness said that the deceased had been working for him for nearly seven years. During the past twelve months he did very little diving work as he had taken to the opium habit. On the day in question the proper diver became ill and deceased took his place.

The Coroner—Are you a diver?—Yes, and have been so for seven years.  
The first intimation witness got of the death of the diver was received by him at his house, Moreton Terrace, at three o'clock that afternoon. Witness went over at once. After undressing deceased, witness examined the diving gear and found that the life line had been cut and the air pipe carried away. Here witness explained briefly the workings of a diver.  
The junk, witness said, was lying "E. by S.W." Owing to the position of the submerged wreck, lying practically across an ebb tide, a diver in going down, makes fast his air pipe and life line to the stringer of the wreck, to prevent himself being washed away. He ties himself in that position to relieve the pressure caused by the tide on his air pipe and life line.

The Coroner—Then how do you explain this accident?

The air pipe was jammed between the side of the junk and a wire that was used to keep one junk over the other. This pinched the tube. When the air pipe carried away it dropped into the junk, the life line still being intact. The diver finding the air was short became flurried and cut the wrong rope. The reason why the life line was cut so far away from the body of the diver it was because the place where it was cut was attached to the holding-down rope.

Proceeding, witness said that if a man kept cool there was no danger if his air pipe gave, as there was enough air in his suit to keep him alive for about two and a half minutes, provided he took the proper course. What deceased should have done was to shut his mouth and stuff one finger into the hole of the air pipe. Witness was of opinion that if deceased had not made a mistake and cut his life line he would have been alive to-day.  
That concluded the inquiry. The jury brought in a verdict of death by misadventure.

## OPIUM HOUSES AT SHANGHAI.

On the 16th ult., Mr. H. Law asked the Foreign Secretary whether he has any official information to the effect that 700 opium houses in the native city of Shanghai had been closed, but that similar houses in the foreign settlements to the number of 1,000 remain open; and if so, will he say what is the ground of the distinction; and whether he proposes to take any steps in the matter.

Sir E. Grey said: The reply to the first part of the question is in the negative. According to the latest information received, discussions are still proceeding among the Chinese authorities as to the practical steps that should be taken in the native city, and meanwhile no action is being taken in the foreign settlements. The foreign municipal authorities have, however, stated their intention to support to the full extent of their power any practical measures that may be taken by the Chinese authorities. I have asked to be kept informed of any progress in the matter.

## THE "INDRAVELLI" APPRAY.

## MORE WITNESSES EXAMINED.

Two more witnesses were examined at the Police Court, this forenoon, in connection with the *Indravelli* stabbing case, in which two seamen—Riley and Dean—are being charged with cutting and wounding the third officer of the vessel—Mr. G. C. Thorne—on Friday morning.

The first witness called to the stand was a Norwegian fireman named Floyd. He stated that soon after the stabbing affray had taken place he saw the two defendants. Riley was holding a razor in his hand. As witness was walking forward, Dean approached him and asked witness if he wanted a fight. Witness asked what for, whereupon Dean, he said, seized him by the throat and waving a sheath knife over his head, threatened to stab him if he refused to fight. Witness then became scared and asked: "Whom do you want me to fight?" Dean, he stated, replied: "Go for the knife take captain for money, and kill officers." Dean then released witness and the latter went below.

The second witness was Thos. Knockton, one of the firemen who was arrested on suspicion of being implicated in the matter, but who, with two others, was discharged on Saturday. His evidence was solely to the effect that when he reached the deck on the morning in question he saw two men struggling with the officers.

At this stage the case was further adjourned until Tuesday next.

## CANTON DAY BY DAY.

## WATERWORKS.

[From Our Own Correspondent.]

Canton, August 31.

The Canton Waterworks Company has now begun the work of connecting the water tower in the old site of the Chang Shou Monastery with the principal water mains of the city, leading to the city proper, the new city, and the Western suburb. Extra workmen are being put on the different sections to hurry on the completion of the work.

## ACTING VICEROY WU.

Acting Viceroy Wu has laid aside all affairs in connection with his official duty, pending the arrival of the newly appointed Viceroy Chang.

## POLICE SCHOOL.

The students of the School for Police have completed their course of studies and to those who have passed their final examinations satisfactorily certificates will be issued by the Canton Bureau of Education. The presentation of the certificates will take place on the 5th proximo.

## SHIPOWNERS' ASSOCIATION.

The Canton Bureau of Agriculture, Industry and Commerce have sanctioned the formation of the Canton River Steamship Owners' Association by the different owners of steam launches running on the Canton and West Rivers.

## OPIUM ANTIDOTES.

On the 29th instant, the Central Anti-Opium Association forwarded samples of anti-opium pills on sale in the market compounded by the different native chemists of the city to the Acting Provincial Judge, Kung Sum Tsang, to be analysed in order to ascertain if any of the samples are manufactured from compounds of morphia. When these samples have been analyzed and found not to be injurious, their sale will be permitted on the market, but if found to be otherwise the sale of that particular kind of pill will be at once stopped.

## BOYCOTT LEADER'S RELEASE.

At the request of the gentry the Prefect of Kwangchow, Chao Mong Tsang, has presented a petition to the Acting Viceroy praying that the boycott leader, Ma Tat-sun, who was detained for the second time for again attempting to stir up the boycott feeling be allowed to be deported from Canton back to his native place. As Ma is considered not to be of bad character, inasmuch as he is only to be blamed in connection with the American boycott, the Acting Viceroy has granted the prayer of the gentry, and Ma is to be released, and is going back to his native place immediately.

## RAILWAY AFFAIRS.

Yesterday a meeting was held in the Oi Yuk Charitable Institution by the leading members of the Nine Charitable Institutions, the Seventy-two Guilds Association and the Canton Chamber of Commerce in which arrangements have been made for the transfer of the responsibility of the finances of the Canton-Hankow Railway Company into their hands. As this meeting the following resolutions were passed:—(1) That as Mr. Lau Siu-chuk is still unwilling to give up the control of the responsibility of the finances of the Company, the leading members of these institutions will personally call on him to present him the letter of appointment, and to induce him to accede to the public request. (2) That different officials be appointed to audit the accounts, etc. of the Company, and to reply to the letter received from the president of the Company, Lo Po-shun, advising him to take over charge without fail on the 1st proximo. After this, numerous officials were elected to investigate, and audit the accounts, and to take over charge of the finances of the Company.

Mr. Lo Po-shun, the newly elected president of the Canton-Hankow Railway Company, has stated that if the officials elected by the Charitable Institutions, the Seventy-two Guilds and the Canton Chamber of Commerce, will take over charge at once of the finances of the Company, he will assume duty as president of the Company without fail.

## THE NEW ADMIRAL.

The new Admiral and Commander-in-chief, Chun Ping-chih, since taking over duty at the works of the different departments under his charge, and has appointed new or discharged old military officers as he thought fit. After this complete investigation at his headquarters Admiral and Commander-in-chief Chun will proceed to the prefecture of Wei-chow to inquire into military affairs there.

## H.M.S. "FLORA"

## THE ESTIMATED COST OF REPAIRS.

It is stated that the estimate, as arrived at to the present, of the probable amount required to make good the damage to H.M.S. *Flora*, now undergoing repairs at the Kowloon Dock, will be about seventy-five thousand dollars.

## THE FRENCH STREET MURDER.

## FOUR MEN INDICTED.

At the Magistracy, this morning, before Mr. F. A. Hazeldar, first police magistrate, the four men—Kwok Chin, alias Lai Kwan, of 45 Hill Road, Yau-ma-tei, Tsao On, Ho Hang and Hung Kau bag packers, residing at 300, Des Vaux Road West—who were arrested last week in connection with the murder in French Street in which a capenter named "um Choi" was killed were indicted on the capital charge.

Messrs. Wilkinson and Grist appeared for one of the accused. The remainder were undefended. As the police are still collecting witnesses a week's remand was granted.

## WANCHAI PORK DEALERS IN TROUBLE.

## ALLEGED ASSAULT IN THE MARKET.

Four pork dealers, carrying on business in the Wanchai Market, may, perhaps, have to stand trial for manslaughter in the course of a few days. This morning, at the Police Court, they were charged before Mr. F. A. Hazeldar, with assaulting a street hawk by name Wan Sum. The hawk is now lying in the Government Civil Hospital in a critical condition and no hopes are entertained of his recovery.

The facts of the case, though meagre, are to the effect that some time yesterday morning the hawk went to the pork dealers' stall and ordered a catty of pork. Scales, which had been used by the police 10 days previously, were produced, and the meat weighed and handed to the hawk. The latter in turn produced scales of his own, and found after weighing the pork for some time that it was five mace short in weight. Some words were exchanged and the hawk left the market. What transpired after this is not altogether clear, but it is said the hawk returned to the pork dealers' stall in a short while. One account is to the effect that the quarrel was renewed, during which the hawk was beaten and then handed over to the police on a charge of disorderly behaviour. The other account has it that during the quarrel with the pork dealers the hawk pulled out a knife and started slashing his chest, thinking that by so doing he would get the pork dealers into trouble. However that may be, the hawk was locked up in a cell at No. 2 Police Station on the complaint of the pork dealers. Bail was produced for him shortly after noon and he was released.

That evening, at about six o'clock, he was removed to hospital suffering, it was said, from a ruptured spleen. Shortly after admittance the hawk sank lower and lower until it was found necessary to operate on him. In his deposition, which Mr. Hazeldar took, the hawk accused the pork dealers of assaulting him. Then followed the arrest of the quartette—three of whom were identified by the hawk's wife, who, it was reported, witnessed the alleged assault, and the other by the hawk himself.

Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the accused. He asked for the adjournment of the case and bail.

Mr. Hazeldar: I cannot allow bail. The man is in a serious condition, and a charge of manslaughter may have to be placed against them.

The case was then postponed for a week, during which time it will be known what steps the police are going to take in the matter.

KUDAR BUX, a soldier, attached to the Indian Transport Department, stationed at Kowloon, got himself into trouble at Yau-ma-tei on Saturday afternoon. Kudar had control of a mole cart and was on his way to Kowloon City. Soon after leaving the crowded streets of Yau-ma-tei behind him for the Kowloon City Road, Kudar applied his whip on the mole. Result:—One public ricksha reduced to kindling wood, another thrown into a ditch and damaged, and a manslaughter case, so it was stated, narrowly averted. Damage altogether estimated at \$10 Kudar was arrested for reckless driving and damaging property. At the Police Court, to-day, Mr. Melbourne ordered him to pay compensation to the ricksha coolies. No fine was imposed.

## SHIPPING AND MAILS.

## MAILS.

American (*Manchuria*) 5th inst.  
English (*Della*) 5th inst., 6 a.m.  
German (*Goben*) 9th inst.  
German (*Prinz Eitel Friedrich*) 10th inst.The H. A. L. s.s. *Habsburg* left Shanghai on 1st inst., at 6 a.m., and may be expected here on 4th inst., at 6 a.m.The N. Y. K. s.s. *Bingo Maru*, European Line, left Shanghai for this port on 31st ult., and is expected here on 3rd inst.The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Nagasaki for this port on 31st ult., and is expected here on 4th inst.The N. Y. K. s.s. *Yamato Maru*, Australian Line, left Manila for this port on 1st inst., and is expected here on 3rd inst., a.m.The Imperial German Mail s.s. *Prinz Eitel Friedrich* left Kobe via Nagasaki and Shanghai on 1st inst., 6 p.m., and may be expected here on 10th inst.The P. & O. S. N. Co.'s s.s. *Delta* left Singapore for this port on 31st ult., at noon, with the outward English Mails, and is due here on 5th inst., at about 6 a.m.The Imperial German Mail s.s. *Goben* carrying the German Mails with dates from Berlin of the 13th ult., left Colombo on 30th ult., and may be expected here on or about 9th inst.The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 7 p.m., on 31st ult., and left again at 3 a.m., Sunday, for Nagasaki, where she is due to arrive at 6 a.m. on and leave for Yokohama.



## Telegrams.

[Reuters.]

## Ottom Graving.

London, 30th August.

A special Commission will presently leave the Republic of Columbia for Great Britain, to study, among other things, cotton growing in the British Empire, with a view of developing cotton growing in Columbia.

The Commission will visit Ceylon and the Straits Settlements, and afterwards Japan.

## The Deceased Wife's Sister Bill.

The Archbishop of Canterbury has recommended the Clergy not to celebrate marriages with a deceased wife's sister.

Later.

## Orientals in the United States and Canada.

Oriental Exclusion Leagues of the Pacific coast, the United States and Canada are planning a convention to which the delegates of every League will be present.

## The Price of Coal.

The rise in the price of coal generally, announced simultaneously with a 5 per cent. increase of wages, is due to the extraordinary demand, especially by foreign countries, and the shortage of miners.

## H. M. S. "Commo-weal'h."

31st August.

The repairs to the *Commonwealth* will occupy three months.

## The State of Ireland.

Armed Moonlighters attacked a house at Athenry, firing at the windows.

The police patrol returned the fire. No arrests were made.

## FLOODS IN JAPAN.

THE BRITISH AMBASSADOR'S VILLA FLOODED.

[M. D. News.]

Tokio, August 26. The continuance of the rains is without precedent in the last fifty years. Enormous damage has been done in Tokio and the nine adjacent Prefectures, including Nikko and Hakone. Tokio is practically isolated and provisions are running short.

At Nikko where the foreign Ambassadors and Ministers are staying, the villa of Sir Claude Macdonald, the British Ambassador, has been inundated, and His Excellency has been obliged to move.

Tokio, August 27.

The rains continue and inundations are now reported in Kyoto, Osaka and other places in the West.

## RAILWAY TRAFFIC RESUMED.

Tokio, August 28.

The Tokio-Kokoma Railway, and others, have now resumed running. Troops are assisting in the work of relief in the northern outskirts of Tokio and at Fukushima (Tamba Province).

At the latter place the fatalities exceed 800, while the number of people rescued by the troops amounted to 10,000.

## THE OPIUM QUESTION.

In the course of the debate on Foreign Affairs, Mr. Rees said that not long since an edict was issued by the Chinese Government regarding the suppression of the opium traffic. Whether or not that edict was to be seriously taken he did not know, but if it was there was a matter of 3,500,000 or 4,000,000 of revenue involved for India, and he would like to know how the Indian Government was to be recompensed for this loss on opium cultivation. He was not opposing the suppression, but he spoke in the interests of the Indian Government and the opium trade. The trade in opium between India and China was a tenth of the whole consumption; and if we were to take the action suggested, let it be made clear that we did not wish the natives of India to pay for this relief of consciences in this country. (Cheers.) Let it be known what was to be done by Persia, French Indo-China, and the Dutch Government, who also supply opium. This matter had not received the attention it deserved; it had escaped notice in the high tide of humanitarianism, which was to sweep away the opium trade.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 1st at 5.30 p.m.—Signals lowered.  
On the 2nd at 12.05 a.m.—The barometer has risen moderately in the neighbourhood of Hongkong, and a slight rise has taken place also over N. China and Japan.

Pressure is high over N. China and the Sea of Japan, and low over the N.W. part of the China Sea, and over the Pacific to the N.E. of Luzon.

Fresh to strong N. E. winds are expected to prevail in the Formosa Channel, and along the Northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.73 inch.

## FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, fresh; squally, showery.

2.—Formosa Channel, N.E. winds, fresh to strong.

3.—South coast of China between Hongkong and Luzon, same as No. 1.

4.—South coast of China between Hongkong and Malacca, S.E. to E. winds, fresh.

## SATURDAY'S GYMKHANA.

A SUCCESSFUL MEETING.

Taking everything into consideration, Saturday's meeting of the Hongkong Gymkhana Club—the fourth of the season—proved a distinct success from every point of view. The weather, which had been gloomy during the earlier part of the day, brightened up somewhat in the afternoon and by the time the first saddling bell was rung Old Sol was smiling in all his glory, while a slight breeze fanned the course.

Taking advantage of the favourable conditions of the weather a large number of turf enthusiasts journeyed to the race course. From the stately city to the picturesque Valley was a delightful change and at least half an hour before the hour fixed for the first race, crowds of men and women had assembled in the grandstands, others preferring to promenade in the compound. His Excellency the Governor, Sir Frederick Lugard, who was accompanied by Lady Lugard, and his A.D.C.s, arrived shortly after the first race had been decided. The Band of the 3rd Middlesex Regiment struck up the National Anthem. After this, Mr. G. Ross, the Judge, welcomed the gubernatorial party to the course, and later they were conducted to the stand.

On the whole the racing was good, the handicapping, thanks to Major Parker, being faultless, and the finishes exciting. The track was in fine condition, though a trifle holding, the result of the morning's shower. The times, with the exception of the Challenge Cup, were considered slow. The first race brought forth a comfortable field of five ponies, and a number of the Veterans were pleased to see him marking out his course home on the champion, though unknown, Astral. Although five ponies started in this event only four did the running, Velocity (Roberts up) bolted up the bank near the Football Club's dressing shed. Next came the big race of the afternoon—the Challenge Cup. This proved to be the most exciting race of the day. Coxcomb was not far off, Blue Nile fanciers did not desert him, while a number dropped on Manchurian Chief on the off chance. Coxcomb did the running as far as Calvaire, when Blue Nile drew up level, Manchurian Chief dropping behind at every stride. When the first two mentioned ponies entered the straight it was evident that a hard fight was in progress. But as they got nearer and nearer the winning post it was seen that Blue Nile and his able rider were not to be defeated on this occasion, at least.

The Ladies' Nomination Event—the Costume Race—was the most amusing feature of the day. That it "looked on" was evident from the roars of laughter that rose when the disguised parties made their appearance on the course. The first prize was awarded to Mrs. F. H. May for her well got costume.—The White Knight. Mr. R. F. C. Master was the first to reach the post home.

The least that can be said of the so-called jumping competition was that it was an utter failure.

A very interesting event was the tussle for the Tent Pegging Cup. There was a large entry, but only a few of the competitors managed to raise the peg, the remainder not only failing to get near the objective, but lacked pace and style, the latter especially.

The last race produced the biggest field of the day and also the best ponies. Blue Nile apparently went out to keep the pace for his stable companion—Astral—who won after a severe struggle with Coxcomb.

1.—4 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—Handicap.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. Master's Astral, 156 lbs (Owner) 1  
Mr. G. K. Brutton's Kingston, 149 lbs (Owner) 2  
Mr. E. A. Hankey's Chance, 147 lbs (Owner) 3  
Mr. R. F. C. Master's Velocity, 139 lbs (Owner) 4  
Mr. A. Morley's Southdown, 137 lbs (Owner) 5

After one false start, the field got away fairly evenly. Kingston took up the rail position and led, the bunch trailing but a few yards in the rear. As the ponies were coming round the bend Velocity shied and bolted up the embankment near the Football Club's dressing shed. Kingston continued to lead as far as Calvaire, when Astral took away from the bunch and challenged. On the way to the village the ponies, with the exception of Southdown, who was out distanced, bunched again. At this juncture things got exciting. When the ponies entered the home run Astral took inside position, Kingston and Offchance coming up strong behind. However, the lead Astral had secured after entering the straight could not be contested and he ran home victorious by about five lengths, Kingston running up second scarcely half a length from Offchance.

Time—1.37.5.  
Dividend—\$7.73.  
Sweeps—1st \$390.00; 2nd \$111.00; 3rd \$55.80.

2.—4.10 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 10st. 6lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 25 lb. Entrance fee of \$5 (to go in the purchase of a moment to the winner of each race, and \$25 to second pony out of the Club funds.) At the conclusion of the season a cup will

be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. Master's Blue Nile, 154 lbs (Owner) 1  
Mr. Dryasdu's Coxcomb, 161 lbs (Dupree) 2  
Mr. E. Kadorie's Manchurian Chief, 143 lbs (Clarke) 3

Coxcomb and Blue Nile started out heavily backed, the fancy, however, being on the former pony. The "offchancers" laid on the outsider—Manchurian Chief. When the flag fell Coxcomb took the lead, Manchurian Chief second, and Blue Nile, hard held, last. Passing the judge's stand the ponies grouped. This state of affairs was upheld until the Football shed was negotiated when Coxcomb was forced to make the pace with the Chief. Approaching the Rock the Chief relinquished, and Blue Nile was given his head. At the village the two champions drew neck and neck. Turning the bend it was seen that Blue Nile had the lead, which he kept to the finish, winning by several lengths.

Time—2.09.  
Dividend—\$9.40.  
Sweeps—1st \$378; 2nd \$108; 3rd \$54.

3.—4.40 p.m.—LADIES' NOMINATION—COSTUME RACE.—About 200 yards round a post and in. Ladies to provide the costumes. Prize for the first man in. Prize for best costume, adjudged such by a sub-committee to be appointed by the committee of the Gymkhana Club. Entrance fee \$3. Prizes presented by the Club.

The Costume Race resulted as under:—  
Mrs. May, The White Knight, 1st  
Mrs. Stedman, The Ballet Girl, 2nd  
Mrs. Bailey, "Diana Vernon," 3rd

The prize offered for the first man in was won by Mr. R. F. C. Master. Mr. T. G. Vernon was second, Mr. G. Marshall third.

4.—5.20 p.m.—JUMPING COMPETITION.—Open to all China ponies. To be ridden by members of the Gymkhana Club or officers of the Army or Navy. Three heights over a bar. Each competitor allowed one run at each height. Entrance fee \$5. 1st prize presented. 2nd prize: \$25.

Mr. G. C. Moxon's Box (R. F. C. Master) 1  
Mr. C. H. Ross Ben Wyvis (Dupree) 2  
Dividend—\$9.40.

5.—5.45 p.m.—TENT-PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Mementoes presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhanas meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post entries.

Mr. C. H. Ross (33 points) 1  
Mr. W. S. Dupree (29 points) 2  
Mr. T. G. Vernon (22 points) 3  
Dividend—\$3.62.

6.—6.05 p.m.—WELTER RACE.—Half a mile. For all China pony hacks passed as such by the committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 12st. 7lb. Riders to be not less than 11st. 7lb. in ordinary riding breeches, boots, gaiters and shirts. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5. 1st prize: A cup presented by 2nd prize: \$25.

Mr. Rolan's Minnoch, 175 lbs (Capt. Beasley) 1  
Mr. W. J. Daniel's Maas, 175 lbs (Owner) 2  
Messrs. Goldring and Reed's Wildman, 201 lbs (Morrell) 3

Highland Comet, 195 lbs (Hill) 4  
From the outset Minnoch, the hot favourite, took the lead, and ran home winner, the others following in the order given above.

Time—1.06.5.  
Dividend—\$8.50.  
Sweeps—1st \$444.15; 2nd \$126.90; 3rd \$63.45.

7.—6.25 p.m.—ONE MILE AND A QUARTER FLAT RACE.—Handicap.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by Mr. Hollinger, and prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. Master's Astral, 156 lbs (Owner) 1  
Mr. Dryasdu's Coxcomb, 161 lbs (Dupree) 2  
Mr. G. C. Master's Blue Nile, 150 lbs (Owner) 3

Mr. Medico's Nigel, 148 lbs (Gegg) 4  
Mr. Ellis Kadorie's Manchurian Chief, 145 lbs (Clarke) 5  
Mr. Brutton's Septima, 149 lbs (Owner) 6  
Mr. F. H. May's Highland Heather, 145 lbs (Owner) 7

Mr. Roberts' Velocity, 135 lbs (Owner) 8  
6 lbs allowance.

The light was just fading away as this mob was away. Passing the Stand, Velocity had command, but he was soon overtaken by Coxcomb, who, with Blue Nile and Astral, led the van. Coxcomb, who was well ridden, led, followed closely by Blue Nile, until but a few yards from home, when the Nile "side-stepped" and Astral shot home winner, Coxcomb taking second place honours, the great Blue Nile remaining content in third place.

Time—2.47.5.  
Dividend—\$11.70.  
Sweeps—1st \$590.10; 2nd \$102.60; 3rd \$51.30.

Lieutenant and Quartermaster G. A. Benson, Royal Army Medical Corps, Carrage, has been ordered to embark for Tientsin, North China, early in October, and Lieutenant and Quartermaster J. Gleeson, of the same department, has been similarly ordered to Hongkong.

## A HURD IN BLUE.

CONSTABLE HERRIE'S EXPLOIT AT TAI O.

Constable George Herrie modestly admitted to the Marine Magistrate's Court to-day, before Commissioner Basil R. H. Taylor, R.N., Marine Magistrate—that he had acted as a hero the other day. On Friday night, about half-past nine, he was having an evening's duty in a sampan, in the pellucid waters of Tai O, when another boat was seen bearing down upon the sampan. In order to avoid a collision the crew of the sampan endeavoured to slow round the little craft, but as they all gathered together in a crowd on the port side the sampan slowly and gracefully heeled over and capsized. There was a child on board, but Constable Herrie told it in his own simple words.

"A child of 11, one of the crew, couldn't swim. I saved it."  
Nothing valourous about the bold statement, but just another example of Nelson's spirit animating the hearts of the men who go down to the sea in ships, whether they be in galleons, frigates or sampans, whether the men be tars or policemen. There were no lights on board the piratical craft which roved the sea, and when the constable boarded he could only see a gang of youngsters. The master of the fishing junk, Cheung Fuen King by name, lamely said: "I was not on board" when he was charged with neglecting to exhibit a light. Fined \$5, the alternative being a fortnight's rest.

Constable Herrie is now wondering whether he is eligible for the Bellios "saucer."

## KOLANGSU (AMOI) MUNICIPAL COUNCIL.

CHINA LIGHT AND POWER CO.'S APPLICATION.

The following are the Minutes of the Council meeting held on the 13th August last. There were present Messrs. W. H. Wallace (Chairman), C. A. V. Bowra, A. F. Gardiner, Huang Tsan-chew, W. Kruse, W. Wilson, the Health Officer and the Secretary.

On the motion of Mr. Kruse it was decided to call on the owner of the vacant plot of land, below the Union Church and opposite the New Amoy Hotel, to have a wall built on the hill side of the property, to ensure the safety of the public using the road from Lin Tow to the Union Church.

A letter was read from the China Light and Power Co. Ltd., asking the Council to grant them permission to supply the Island with electric light and power. The Secretary was directed to inform them that the Council would be prepared to consider favourably an application from the Company and requested them to forward at an early date more detailed information as to their proposals.

It was decided to take action against Oe-ah who unless the obstruction he had built at both ends of Hillside Lane, La-ke-tah, was at once removed.

The Superintendent of Police reported that the following cases had been dealt with in the Mixed Court since the last meeting:—  
Summons—Debt 5; assault 2; selling meat not slaughtered in the Municipal slaughter house 2; obstructing the public road 1; contempt of court 1; Carrying out a burial without a permit 1; allowing pigs to stray 1; breach of M. R. 2. Summary Arrests:—Conspiring to prevent servants taking service 2; breach of prison regulations 1; theft 2; assisting prisoner to escape 1; assault 1; attempted murder 1; gambling 1.

## THE JAPANESE NAVY.

PROPOSED SQUADRON AT HONGKONG.

According to the *Jiji*, the proposal has been renewed in naval circles to organise a squadron to be stationed at Hongkong, in addition to the existing South China squadron, stationed at Shanghai. The proposal was made at the Admiralty conference of last year, but it was dropped on account of the financial condition of the Government, which would not allow of the organisation of a new squadron. Japanese trade has been rapidly increasing of late with the ports south of Shanghai to Hongkong, and it is expected that the trade in and about Annam may be largely increased as a result of the Franco-Japanese Agreement, and that this will necessitate the dispatch of warships in that direction. This has led to the revival of the proposal referred to. An estimate for the organisation of the Hongkong squadron will be included in the Budget for the next year—*Japan Chronicle*.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3  
Do. demand 2/2 9/16  
Do. 4 months' sight 2/3

France—Bank T.T. 2/7 1/2  
America—Bank T.T. 53  
Germany—Bank T.T. 2/6 1/2  
India T.T. 16 1/2

Do. demand 16 1/2  
Shanghai—Bank T.T. 7 1/2  
Singapore T.T. 6 1/2  
Japan—Bank T.T. 16 1/2

Do. demand 16 1/2  
6 months' sight L/C 2/3 3/16  
6 months' sight L/C 2/3 7/16  
30 days' sight San Francisco & New York 5 1/2  
4 months' sight do 5 1/2  
30 days' sight Sydney and Melbourne 2/3 7/16  
4 months' sight France 2/3 3/16  
6 months' sight do 2/3 7/16  
4 months' sight Germany 2/3 3/16  
Bar Silver 316  
Bank of England rate 4 1/2  
Bank of France 3 1/2  
Sovereigns 19 1/2

## To-day's Advertisements.

WANTED.

A YOUNG MAN (British) of steady habits, as HARBOUR RUNNER and SHIP CHANDLERY ASSISTANT.

Apply—SHIP CHANDLER,  
C/o Hongkong Telegraph,  
Hongkong, 2nd September, 1907. [795]

MANCHESTER COTTON MANUFACTURES REQUIRE Energetic REPRESENTATIVES. Please reply stating terms and particulars to

BOX 1,  
C/o Office of this Paper,  
Hongkong, 2nd September, 1907. [793]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON

THURSDAY,  
the 5th September, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,

A QUANTITY OF  
VALUABLE  
HOUSEHOLD FURNITURE,

Comprising:—  
A very handsome DRAWING ROOM SUITE, BLACKWOOD CABINETS, DESKS, PICTURE FRAMES, &c., &c., BRASS BEDSTEPS, BRASS ENDERS, FIRE IRONS and FIRE DOGS; TEAKWOOD BUREAUX, CHEST-OF-DRAWERS, WARDROBES, SIDEBOARDS, &c., with BEVELLED MIRRORS, MARBLE TOP WASHSTANDS, &c. One very fine PIANO by Collard & Collard, CHENILLE CURTAINS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 2nd September, 1907. [797]

## FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on or about the 6th inst.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 2nd September, 1907. [794]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd September, 1907. [796]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd September, 1907. [792]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Ard-c* and *Cordonan*, from Havre ex S.S. *Cordonan*, and from Bordeaux ex S.S. *Ville de Lille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 9th September, at 3 P.M., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th September, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd September, 1907. [793]

## Intimations

[Handwritten signature]

THE

## ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

## BABY GRANDS



BY

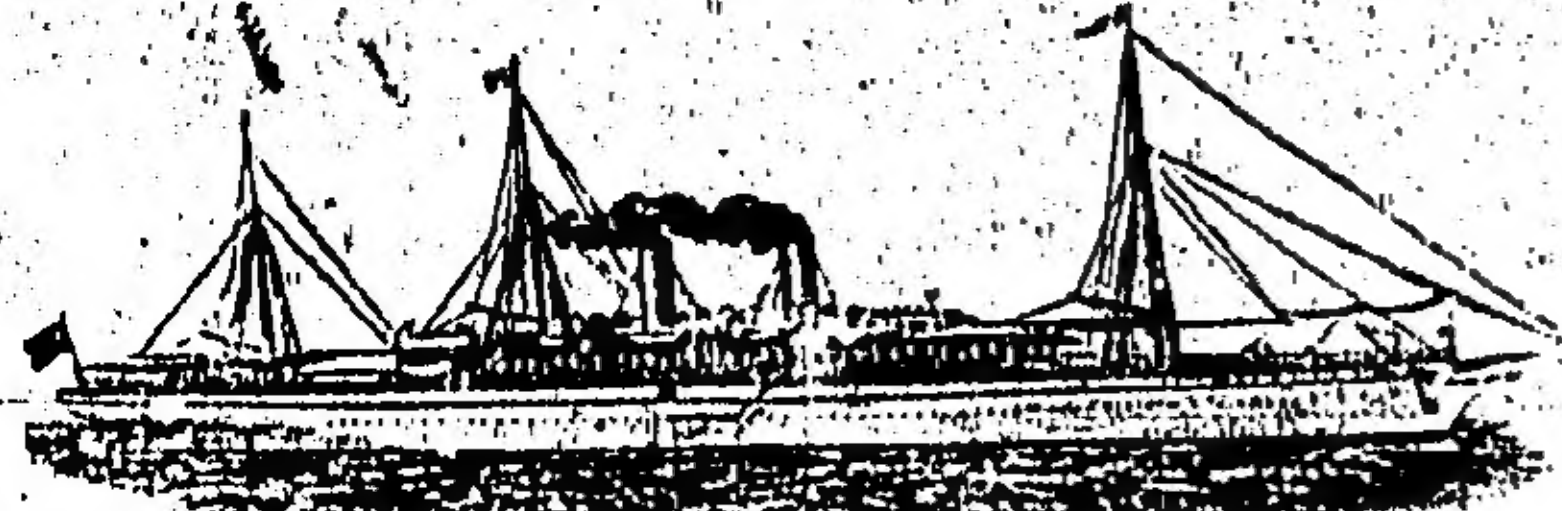
STEINWAY,

HAAKE,



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific to the "Empress Line" Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

Table with 3 columns: Ship Name, Tons, and Schedule. Includes ships like TARTAR, EMPRESS OF CHINA, EMPRESS OF INDIA, etc.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA, and 29 days from HONGKONG.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

Table with 3 columns: For, Steamship, On. Includes routes to S'GAPORE, PENANG & CALCUTTA, SHANGHAI, etc.

REDUCED FARES TO STRAITS & CALCUTTA.

Table with 3 columns: From, To, Fare. Shows reduced fares for various routes.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 31st August, 1907.

CHINA NAVIGATION CO., LIMITED.

Table with 3 columns: Cebu & Iloilo, Steamship, To Sail. Includes ships like KAIFONG, TAN, LINAN, etc.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd September, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

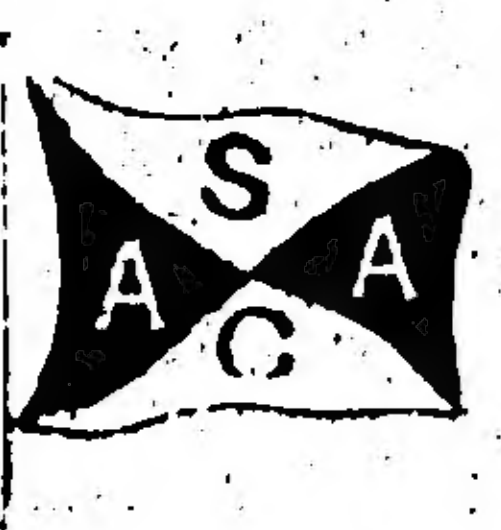
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Dates. Includes ships like ZAFIRO, RUBY, etc.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th August, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Table with 2 columns: Steamship, To sail. Includes ship ZAFIRO.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAYRE, HAMBURG. NEXT SAILINGS FROM HONGKONG.

Outward.

Table with 2 columns: Ship Name, Date. Includes HOHENSTAUFEN, SILESIA, etc.

Homeward.

Table with 2 columns: Ship Name, Date. Includes HABSURG, RHENANIA, etc.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Table with 3 columns: Ship Name, Date, Destination. Includes S.S. SATSUMA, S.S. SIKH, etc.

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates. For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents. Hongkong, 21st August, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, WASH.

Table with 3 columns: Ship Name, Date, Destination. Includes MOJI, KOBE AND YOKOHAMA.

Table with 4 columns: Steamship, Tons, Captain, Sailing. Includes Tremont, Suverio, Kumerio, Shawmut.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 2nd September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER, "KWONG SAI" ...Capt. E. S. CROWE. Leave Hongkong for Canton at 9 every evening, (Saturday excepted). Leave Canton for Hongkong at 530 every evening, (Sunday excepted). These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals .....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 3rd July, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager. Hongkong, 22nd June, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 31st August, 1907. 200 cts. per 5 Mds.

BUTCHER MEAT.

Table with 2 columns: Item, Price. Includes Beef, Pork, Mutton, etc.

POULTRY.

Table with 2 columns: Item, Price. Includes Chicken, Ducks, Eggs, etc.

FISH.

Table with 2 columns: Item, Price. Includes Barbel, Bream, Carp, etc.

Table with 2 columns: Item, Price. Includes Shark, Skate, Snapper, etc.

FRUITS.

Table with 2 columns: Item, Price. Includes Almond, Apples, Bananas, etc.

VEGETABLES, &c.

Table with 2 columns: Item, Price. Includes Artichokes, Beans, Broccoli, etc.







## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KAPOOR &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	\$1,000,000	\$1,797,167	{ £1.15/- for 1-year ending 30.6.07 @ ex 2/2 3/16 = \$16.04	4 1/2 %	{ New issue \$647 1/2 sales ex \$505 b. n. issue London 2/7 exd. £2 new issue London 2/6 1/2 n. issue first call \$51
Do. (new)	40,000	\$125	\$62 1/2	\$1,750,000	\$250,000			
National Bank of China, Limited	90,025	£7	£6	{ £12,735 \$300,000	\$71,293	\$2 (London 3/6) for 1905		
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 50,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex 2/10 11. 10 per tab.	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$450,000	\$1,460,400	{ Final of \$12 making \$12 for 1905 and Interim of 5/3 10. 1906	5 1/2 %	\$770
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$8,000,000 \$87,628	\$461,467	{ 1/2 for year ending 31.12. 5	7 %	\$175
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$15,527	\$362,080	{ 8/- and bonus \$2 for 1905	9 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$3,000,000 \$450,000	\$435,236	{ \$40 for 1905	12 1/2 %	\$315
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$75,000 \$254,938	\$395	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$35,527	Nil.	{ \$2 1/2 for year ended 30.6. 1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$150,000 \$86,989	\$27,101	{ \$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	{ £63,000 £270,000	£3,694	{ 5/- for 1906 @ ex 2/2 = \$1.74 per share	3 1/2 %	{ \$39 buyers \$28 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 £400,000	Tls. 13,327	{ Interim of Tls. 1 1/2 for account 1907	11 1/2 %	{ Tls. 47 1/2 buyers Tls. 47 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,571	£72,370	{ Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	\$44
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$100,000 \$35,527	\$137	{ \$1.00 for year ending 30.4. 1907	4 1/2 %	\$22
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 479,479 Tls. 81,200	Tls. 18,730	{ Final of Tls. 2 making Tls. 6 for 1906	11 1/2 %	Tls. 52 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$450,000 Tls. 100,000	9,218	{ \$8 for year ending 31.12.06	8 1/2 %	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 Tls. 100,000	Tls. 8,935	{ \$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000		{ Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 50 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 £26,011	£12,546	{ Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.30
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£11,358	{ No. 12 of 1/- = 48 cents		\$7 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Penwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$45,000 £10,000	\$10,335	{ \$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$20,000 £3,152	\$3,047	{ Interim of \$2 for six months ending June 30th 1907	6 1/2 %	\$65
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 £50,000	\$491,580	{ \$4 for 1st half-year ending June 30th, 1907	8 %	\$102 buyers
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 £487,210	Tls. 10,459	{ Tls. 3 for year ending 30th April 1907	3 1/2 %	Tls. 80 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 191,100	Tls. 23,117	{ Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 221
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 £30,000	Tls. 3,388	{ Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$75,000 £1,000	10,908	{ \$2 1/2 for year ending 30.6.07	9 1/2 %	\$244
Central Stores, Limited	50,123	\$15	\$15	{ \$751,971 £26,075	1371	{ \$1.80 for 1905	12 1/2 %	\$144
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 £250,000	\$56,218	{ \$5 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 £208,386	\$11,567	{ Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$98 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 £50,000	\$1,089	{ 80 cents for 1906	7 1/2 %	\$104 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ \$50,000 Tls. 869,493		{ \$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 170,000 Tls. 170,000	Tls. 61,978	{ Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 Tls. 170,000	\$1,519	{ Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 64,986	{ Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 £110,000	\$21,660	{ \$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000	Tls. 36,211	{ Tls. 6 for year ended 30.9.06 (8 1/2 %)	11 1/2 %	Tls. 51
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 28,257	Tls. 31,460	{ Tls. 8 for 1906	8 1/2 %	Tls. 93 1/2
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 350,000 Tls. 28,257	Tls. 50,663	{ Tls. 50 for 1906	16 1/2 %	Tls. 305 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 £1,000	£638	{ 1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 £1,000	£553	{ \$3 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 £1,000	£1,000	{ \$1 for 1904		\$9 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 £1,000	Tls. 889	{ Final of Tls. 5 making Tls. 10 for 1905		Tls. 62 buyers
China Light and Power Company, Limited	100,000	\$10	\$10	{ \$1,000,000 £1,000	\$125,000	{ 60 cents for year ended 28.2.05		\$9 buyers
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	{ \$250,000 £1,000	\$185	{ 80 cents for 1906	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 £1,000	\$2,555	{ \$1.30 for year ending 31.7.1906	8 1/2 %	\$10 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 £1,000	\$10,804	{ Interim of 50 cents per share for a/c 1907	9 1/2 %	\$107 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 £1,000	\$15,021	{ \$2 1/2 for year ending 28.1.07	11 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 £1,000	\$2,933	{ 1 per share for year ending 28.1.07	7 1/2 %	\$14 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 £1,000	\$4,361	{ Interim of \$4 for 1-year ending June 30th '07	9 1/2 %	\$241
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 £1,000	\$4,212	{ Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Mitsubishi & Co., Ltd. (Landbouwen-plotting in Langkat)	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	{ Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	Tls. 315 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 £1,000	\$2,655	{ 5/- sh. or periodic 19th Oct to 30th Apr. '07	8 1/2 %	\$111
Philippine Company, Limited	50,000	\$10	\$10	{ \$500,000 £1,000	Dr. P. 34,324	{ None		\$14 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 67,323	Tls. 7,990	{ Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 110
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 27,000 Tls. 45,000	Tls. 9,751	{ Tls. 4 for 1905		Tls. 40 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 1,000	Tls. 3,354	{ Final of Tls. 5 and Tls. 10 for 1906	13 1/2 %	Tls. 75 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 60,000 Tls. 50,000	Tls. 7,843	{ Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ £163,500 £15	Tls. 85,592	{ Interim of 15/- for account 1907		Tls. 310 buyers
South China Morning Post, Limited	7,200	£20	£20	{ £144,000 £15	Tls. 85,592	{ Interim of 11/3 for account 1907		Tls. 280 buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	{ \$150,000 £15	\$4,934	{ None		\$22
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	{ \$100,000 £15	\$214	{ 30cts (old) & 15cts (new) year ended 31.5.06	4 1/2 %	\$64
Union Waterboat Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 291	{ Tls. 6 1/2 for year ending 30.4.07		Tls. 97
United Asbestos Oriental Agency, Limited	50,000	\$10	\$10	{ \$500,000 £1,000	\$340	{ First year		\$12
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	{ \$100,000 £1,000	\$1,363	{ 8 cents on 9,900,000 shares and \$19.80 on 100 Founders shares 1st y. end. 31.5.07	8 %	\$10
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 £1,000	\$3,482	{ Final of 40 cents per share making 80 cents for year ending 31.12.07	7 %	\$14 1/2 sellers
				{ \$14,500	\$182	{ Final of 3 1/2 cts. making 80 cts. for the year ended 30th June 1906	10 %	\$8

\* These shares are entitled to half of the profits.

## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "POLYNESIE"

Captain Broc, will be despatched for  
MARSEILLES on TUESDAY the 3rd  
September, at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. TOURANE ..... 17th Sept.

S.S. AUSTRALIEN ..... 1st Oct.

S.S. NERA ..... 15th Oct.

S.S. YARRA ..... 19th Oct.

S.S. ERNEST SIMONS ..... 23rd Nov.

S.S. TONKIN ..... 26th Nov.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 21st August, 1907. [10]

## FOR VLADIVOSTOCK.

## THE Steamship

"VINE BRANCH,"

will be despatched as above on or about 10th  
September.For Freight and further Particulars, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 3rd August, 1907. [17]

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 256.

## DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907. [49]

The Whisky  
of Great Age

**DEWAR'S**

IMPERIAL

John Dewar & Sons Ltd.  
Glasgow, London & San Francisco

Sole Agents: BUMANN &amp; BERBLINGER

15, 16 &amp; 17, Connaught Road Central.

[430]